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REPORTS ON PROGRESS IN RAILROAD
FREIGHT TRAFFIC IN FIRST HALF OF 1951

On the occasion of the Bulgarian Railroad Workers Celebration, Minister of Transportation Dancho Dimitrov stated that railroad freight traffic more than doubled in 1950, as compared to 1939. During the first half of 1951, the plan for transporting freight was fulfilled 105 percent and for passengers, 104 percent.

The Bulgarian railroad workers pledged to transport in 1951 one percent more freight than the plan prescribed. During the first half of 1951, 5 percent more freight was transported than the 6-month plan called for and 22 percent more than during the same period in 1950. During the first half of 1951, an average of 17 percent more freight cars have been loaded than during the first half of 1950. The best results in the average daily loading of freight cars have been obtained by the railroad freight yard at Stara Zagora, which is headed by Emil Zlatkov. This yard has fulfilled the loading plan 114.9 percent. The railroad freight yard at Stalin, headed by Stefan Lazarov, has fulfilled the plan 114.5 percent.

The turnaround time of freight cars in 1941 was 192 hours; in 1950, 93 hours; and in the first half of 1951, 77 hours. The best results in this have been obtained at the railroad freight yard in Sofia, headed by Luka Shopov, and at the yard in Plovdiv, headed by Ivan Genov.

The railroad workers promised to attain a speed, including stops, of 15.5 kilometers [per hour] in 1951, which is 0.2 kilometer more than the plan calls for, but they actually attained a speed, including stops, of 16.35 kilometers during the first half of 1951.

From 103 kilometers in 1941, the 24-hour kilometrage of locomotives during the first half of 1951 was increased to 227 kilometers. The average 24-hour kilometrage of locomotives during the first half of 1951 was 39.7 percent greater than during the first half of 1950. The railroad workers promised to exceed the plan for the locomotive kilometrage by 8 percent, but they actually exceeded it by 13.3 percent [during the first 6 months of 1951].

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Bulgarian locomotive engineers, dispatchers, train conductors, etc., have adopted, developed, and applied the 500-kilometer movement. The 500-kilometer movement group now has 350 locomotive engineers as members. The following are at the head of the group: locomotive engineers Kiril Khristov Kirov, from the locomotive depot at Gorna Oryakhovitsa, with a kilometrage of 532 kilometers; Marko Nikolov Georgiev, from the same depot, with 530; and Petko Iliev Iliev, from the depot at Burgas, with 650.

In 1950, railroad workers expanded above-norm freight traffic operations. Hundreds of locomotive engineers followed the example set by Penyu Genchev in this type of traffic. Instead of the pledged 3 million tons of freight above the quota by the end of 1950, railroad workers transported 3,282,477 tons above the quota. Up to 31 July 1951, the $\frac{1}{\text{ton-kilometer}}$ quotas for locomotives were increased an average of 30 percent; 6,287 freight trains transported 1,112,369 tons of freight above the quota up to that date.

The best locomotive engineers for the above-norm freight traffic are the following: Rumen Zurchev, from the locomotive depot at Plovdiv, who has transported 10,773 tons of freight above the quota; Georgi Dishkov, from the depot at Plovdiv, 9,435 tons; Ivan Roylev, from the depot at Plovdiv, 9,183 tons; Stefan Popov, from the same depot, 7,687 tons; and Rostislav Sladkarov, from the depot at Kolarovgrad, 7,446 tons.

The best results in the transportation of freight above the norm have been obtained in the following locomotive depots: Plovdiv, 329,403 tons; Sofia, 312,981 tons; and Stalin, 169,946 tons.

The following are model Lunin locomotives: Locomotives No 14-30, 01-18, and 15-39 from the Sofia locomotive depot; 03-03, from the Gorna Oryakhovitsa depot; and 05-05, from the Burgas depot.

Service for through trains has been established at the Kutsiyan, Plovdiv, Dimitrovgrad, Stara Zagora, Gorna Oryakhovitsa, West Pleven, and Ruse stations, as well as at the Poduyane marshaling yard.

The Dryanovo Factory, headed by director Nikola Bulgarenski, is to become a model factory; the "Georgi Dimitrov" Locomotive and Railroad Car Factory, headed by director Todor Kunchev, plans to speed up turnaround time; and the railroad car repair depot at Gorna Oryakhovitsa plans to equip model passenger railroad cars.

During the first half of 1951, the railroad builders fulfilled their yearly plan 51 percent.

During the second quarter, the following railroad construction sections exceeded their plans: the railroad construction section at Dolno Kamartsi, 133 percent; the railroad construction section at Vratsa, 123 percent; the naval construction section at Stalin, 122 percent; and the railroad construction section at Anton, 119 percent.

Engineer Vasil Draganov Tsanov, manager of the railroad construction section at Anton, was instrumental in the building of the Koznitsa tunnel. Engineer Glebov, Soviet specialist in tunnel construction, has given valuable assistance to Bulgarian tunnel builders.

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